Rationalisation of DTC Routes

241. SHRI ANAND PRAKASH GAUTAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that many routes of DTC are plagued with parallel operation, if so, what are the details of such routes;

(b) whether it is also a fact that there is multiplicity of routes from a single place for a single destination; if so, the details of such routes;

(c) what steps Government have taken to avoid this situation;

(d) what are the details of representations received for rationalisation of routes during the last 14 months, region-wise alongwith the action taken in each case;

(e) whether it is a fact that DTC has received suggestions for better and efficient services from the existing fleet; and

(f) if so, what action has been taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) No, Sir. No two DTC routes are parallel to each other.

(b) and (c) Keeping in view the travelling demands of commuters, multiplicity of routes from a single place for a single destination *via* different points is unavoidable. The details of such routes are at Annexure. [*See* Appendix CL, Annexure No. 8].

(d) DTC receives a large number of suggestions through different channels such as direct letters, letters in the press, oral communications on telephones, and also in open house discussions held on last Sunday of the month. No detailed record is maintained in respect of all these. The suggestions received normally relate to demands for new routes, modification of routes. DTC after conducting necessary surveys have been acceding to such requests, wherever feasible.

(e) and (f) Yes, Sir. The suggestions received by DTC by and large pertain to improvement in operational efficiency by ensuring reduction in missing trips, maintenance of vehicles, presentability of buses and for better crew behaviour. In order to improve the operational efficiency and quality of service, DTC has launched effective monitoring system by time bound schedule of periodic maintenance of vehicles, special supervisory checking squads for crew behaviour on line operation resulting into enhanced fleet utilisation upto 92 per cent on working days.

Managers/Incharge of Railway Canteens in Delhi

242. SHRI ANAND PRAKASH GAUTAM: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 14 given in the Rajya Sabha on the 22nd February, 1989 and state:

(a) what are the reasons for not prescribing/fixing any period for stay of Managers/Incharges of Railway canteens at one unit;

(b) whether Government are aware that large scale corruption, mismanagement and deterioration in services is taking place in these units due to posting of Managers/Incharges of such canteen for unduly long periods at a single unit; and

(c) what steps Government propose to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No specific period of stay at a unit has been laid down for Managers of Railway Canteens on Northern Railway since their working is under constant watch of their controlling officers and they can be shifted any time in case of unsatisfactory work.

(b) No such cases have been reported.

(c) Does not arise.

Poor representation of the Scheduled Castes and Scheduled Tribes in Organisations under the Ministry of Civil Aviation and Tourism

243. SHRI ANAND PRAKASH GAUTAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 3340 given in the Rajya Sabha on the 29th March, 1989 and state:

(a) whether it is a fact that in Helicopter Corporation of India, Indira Gandhi Rashtriya Uran Akademi, Vayudoot Ltd., Bureau of Civil Aviation Security, the percentage of Scheduled Caste staff is less than 15 per cent;

(b) whether it is also a fact that in all the organisations under his Ministry, the percentage of Scheduled Tribes staff is less than 7 per cent;

(c) if so, what are the reasons therefor;

(d) what is the number of posts reserved for the SC/ST lying vacant in the organisations referred; and

(e) what efforts are being made to recruit the prescribed number of SCs/STs in each of them?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

Conversion of MG line from Kanpur to Kasganj/Aligarh

244. SHRI ANAND PRAKASH GAUTAM: Will the Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 81 given in the Rajya Sabha on the 22nd February, 1989 and state:

(a) whether any action plan has been prepared for the conversion of MG line from Kanpur to Kasganj/Aligarh into BG;

(b) if so, what are the details in this regard; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) In the Budget for 1989-90, a survey has been proposed for conversion of Kanpur-Kasganj MG line into BG, with new BG links to Etah and Aligarh.

Late running of trains

245. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of days when (i) 1 UP Howrah Kalka Mail (ii) 153 Vaishali Express (iii) 120 Janta Express (iv) 155 Tinsukhia Mail (v) 801 Tata-Hatia Amritsar Express and (vi) 191 Magadh Express trains reached Delhi/New Delhi very late from November 1, 1988 till March 31, 1989 and by what time;

(b) what are the reasons for the late running of these trains; and

(c) what steps Government have taken to ensure that these trains run on time?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.